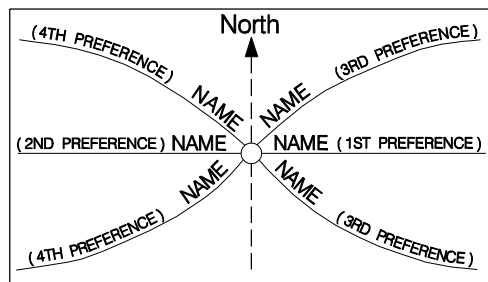


TYPE PLACEMENT GUIDE

The following are examples of preferred type placement. Obviously, each charting situation is unique, and sound cartographic judgement should always be your best guide. Refer to the Nautical Chart Manual, esp. section 7.4, and the Desk Reference Guide, Vol. III, Unit 1964 for further guidance.

Orientation of names



By convention, the name or description of a charted feature should follow this diagram. When possible, labels should be placed directly to the right (or left, 2nd. preference) of the symbol which they describe.

Preferred:

■ "MO-SA-3-8"

● Obstr

○ Subm pile

Avoid (if possible):

■ "MO-SA-3-8"

● Obstr

○ Subm pile

Exception:

• 598

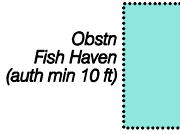
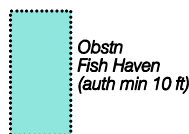
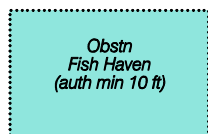
Spot elevations

(See DRG, Vol. III, Unit 120-3.2
Label should bear 135° from dot)

The logic here, is that by being consistent in the way we place labels, the user will become accustomed to the relationship between text and symbology. This will help in quick identification of features, especially in congested areas.

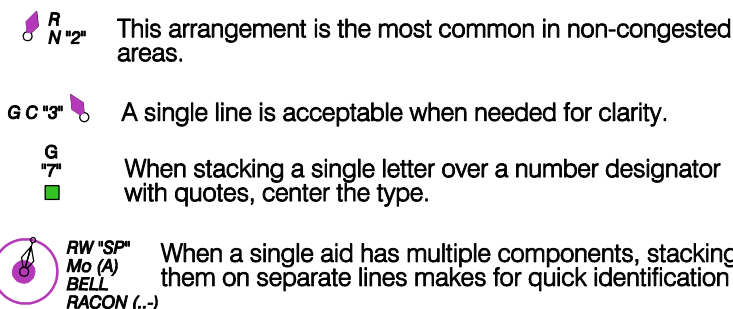
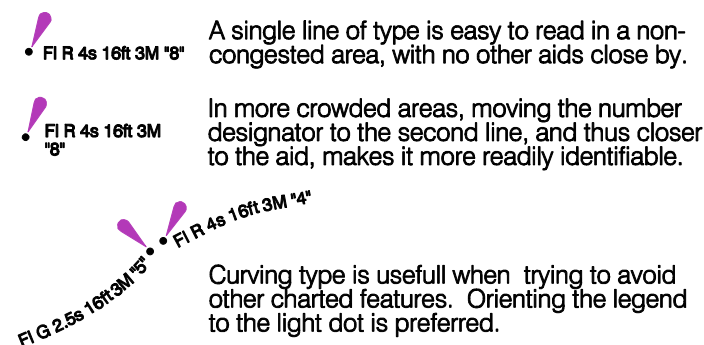
Justification vs. Centering

Generally, labels look best centered when they fall within the limits of the area which they describe. Justification is preferred when the text is placed outside of the feature.



Stacking vs. Single line (Nav. aids)

The decision to use single or multiple lines for aids characteristics largely depends on the amount of congestion, information portrayed, and the orientation to maintained or natural channels.



Consider the following when placing any type, and if practical:

- Avoid placing type across areas of best water. Mariners need these areas left clear for plotting their course.
- Avoid crossing tint boundaries; type is more easily read when it's placed against a single background color.
- Avoid overprinting and breaking linework including projection lines, shoreline, channel limits, and other maritime boundaries. Overprinting Loran lattice lines, lease blocks, and screened depth curves is permitted; these lines should not be broken to accommodate black type, but avoid overprinting their labels.
- Avoid confusion with other navigational aids or features.
- Avoid using leader arrows.
- When possible, keep type parallel to the bottom neatline. Exceptions to this rule include labeling channels, spoil areas along channels, safety fairways, single line features and other delimited areas which may be skewed.
- When applying geographic names, try to curve the type along the axis of the feature.